

<b>3.b.4.</b>	Takeoff with a propulsion system malfunction (allowing an analysis of causes, symptoms, recognition, and the effects on aircraft performance and handling) at the following points: . (iii) Prior to V1 decision speed. (iv) Between V1 and Vr (rotation speed). (iii) Between Vr and 500 feet above ground level.
<b>3.b.5.</b>	Flight control system failures, reconfiguration modes, manual reversion and associated handling.
<b>4.</b>	<b>Climb.</b>
<b>4.a.</b>	Normal.
<b>4.b.</b>	One or more engines inoperative.
<b>4.c.</b>	Approach climb in icing (for airplanes with icing accountability).
<b>5.</b>	<b>Cruise.</b>
<b>5.a.</b>	<b>Performance characteristics (speed vs. power, configuration, and attitude)</b>
<b>5.a.1.</b>	Straight and level flight.
<b>5.a.2.</b>	Change of airspeed.
<b>5.a.3.</b>	High altitude handling.
<b>5.a.4.</b>	High Mach number handling (Mach tuck, Mach buffet) and recovery (trim change).
<b>5.a.5.</b>	Overspeed warning (in excess of $V_{mo}$ or $M_{mo}$ ).
<b>5.a.6.</b>	High IAS handling.
<b>5.b.</b>	<b>Maneuvers.</b>
<b>5.b.1.</b>	High Angle of Attack
<b>5.b.1.a</b>	High angle of attack, approach to stalls, stall warning, and stall buffet (take-off, cruise, approach, and landing configuration) including reaction of the autoflight system and stall protection system.
<b>5.b.1.b</b>	Reserved
<b>5.b.2.</b>	Slow flight
<b>5.b.3.</b>	Reserved
<b>5.b.4.</b>	Flight envelope protection (high angle of attack, bank limit, overspeed, etc.).
<b>5.b.5.</b>	Turns with/without speedbrake/spoilers deployed.
<b>5.b.6.</b>	Normal and standard rate turns.
<b>5.b.7.</b>	Steep turns
<b>5.b.8.</b>	Performance turn
<b>5.b.9.</b>	In flight engine shutdown and restart (assisted and windmill).
<b>5.b.10.</b>	Maneuvering with one or more engines inoperative, as appropriate.
<b>5.b.11.</b>	Specific flight characteristics (e.g., direct lift control).
<b>5.b.12.</b>	Flight control system failures, reconfiguration modes, manual reversion and associated handling.
<b>5.b.13</b>	Gliding to a forced landing.
<b>5.b.14</b>	Visual resolution and FSTD handling and performance for the following (where applicable by aircraft type and training program):
<b>5.b.14.a</b>	Terrain accuracy for forced landing area selection.
<b>5.b.14.b</b>	Terrain accuracy for VFR Navigation.
<b>5.b.14.c</b>	Eights on pylons (visual resolution).
<b>5.b.14.d</b>	Turns about a point.
<b>5.b.14.e</b>	S-turns about a road or section line.
<b>6.</b>	<b>Descent.</b>
<b>6.a.</b>	Normal.